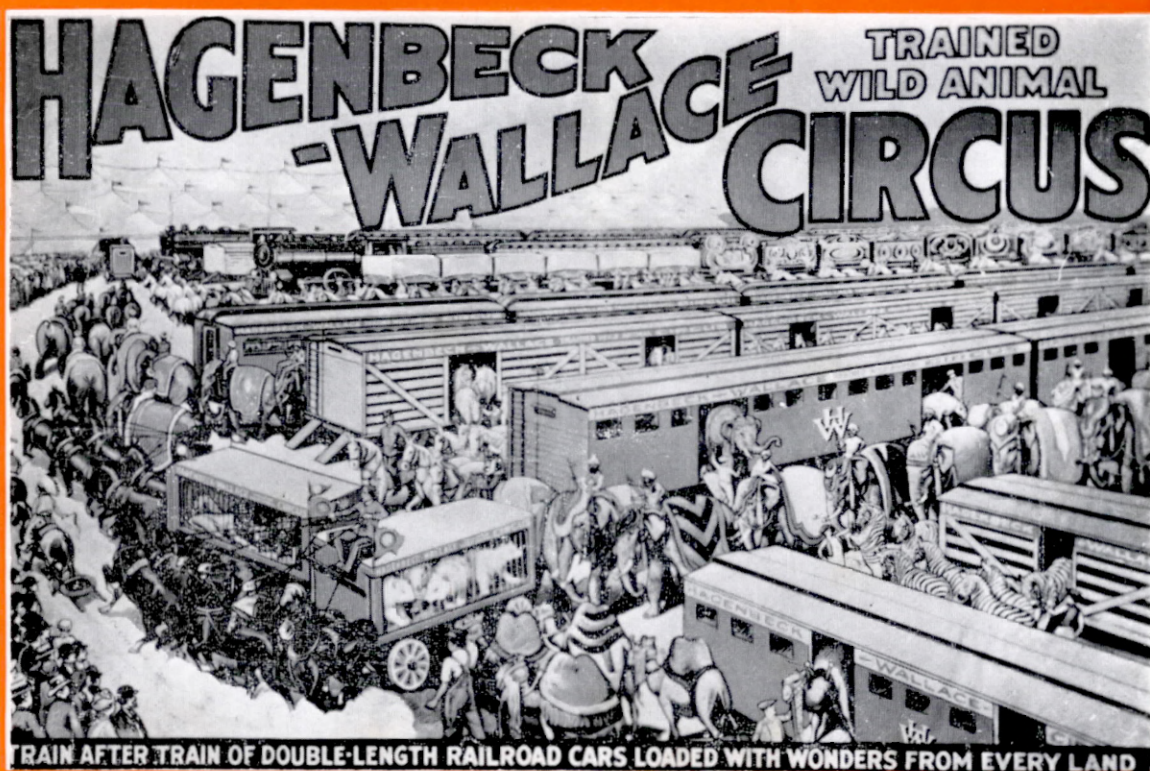


THE CIRCUS HISTORICAL SOCIETY

BANDWAGON

VOLUME 2, NUMBER 5

SEPTEMBER - OCTOBER, 1958



THE CIRCUSIANA MAGAZINE

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CIRCUS HISTORICAL SOCIETY

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THE BANDWAGON

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Vol. 2, No. 4

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7655 Sheridan Road,
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EDITORIAL

Sometime ago a very good friend of mine, sent us something to add to the King family collection. He said he already had one like it, and since he was a Collector and not an Accumulator, he was glad to share with us. Webster defines an "accumulator as one who gathers or amasses," and a "collector is one who gathers things which are scattered or separate, especially one whose pleasure it is to collect rare objects." Now, I understand why we are called collectors. What a delight it is to add something new to one's collection, and also a delight to share with others when we have amassed more than we need. I think this can be true not only of material things but of information and stories, that we must not just collect but should be shared with others. That is why we plead for you to send in material for the Bandwagon, so that we can publish it, and it can be put into print for posterity.

-:- -:- -:- -:-

Some of you may recall that when I was re-elected in December for another two-year term, I did not make any statement in the January-February issue of the Bandwagon. I felt that I had established myself in your minds, as one who would keep the best interests of the society in mind. I did not make any statements, as to what I would or would not publish in the magazine, because as you know a lady is very apt to change her mind, and I didn't want to have to retract anything. What I am leading up to is this: I welcome criticism. I can take it, and I would certainly like to have it told to me first hand. This is YOUR magazine. 99% of what is in the magazine is sent in by you members, and if you are not a direct contributor, you can tell ME what you want or do not want in the Bandwagon.

Agnes W. King, Editor

CRISTIANI BROTHERS CIRCUS ROUTE BOOK

After a sampling of the membership it was decided to go all out in the publication of the 'Circus of the Year' route book. All aspects of this venture have been considered. We are an organization of collectors and this book will be a valuable part of every collection. Each member of the Circus Historical Society will, of course, receive a copy of this book free of charge. Copies will be available at a nominal charge to Bandwagon subscribers and any one else interested in purchasing a copy. Priority will be given, however, to CHS members who wish to buy additional copies.

Your President is spending two days on the Cristiani show in Virginia, in order to collect all remaining necessary information and photographs. Some material has already been received in response to the letter requesting photos and information on various stands. This is most important, please send any material you have about the day you saw the Cristiani show.

Our time schedule now calls for publication of this book on October 10, 1958. As mentioned elsewhere, this issue of the Bandwagon, is being published early in order to handle the route book. The great Christmas Special Bandwagon will be published on schedule.

PERU CIRCUS FESTIVAL

The City of Peru, Indiana, will have their first annual Circus Festival, on September 19 and 20. There will be Circus Free acts, exhibits of Circusianna, crowning of a Queen and a Parade. Division One of CHS will have a Fall meeting in Peru at that time, and all members of CHS are extended a cordial welcome. Plans are for a dinner meeting Saturday night, September 20. Notify the Secretary if you can attend.

PARADE LINE UP COLE BROS. 1917

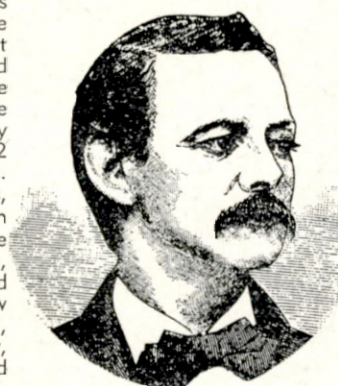
Big show bandwagon, 8 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon, 2 horse hitch
Cage wagon open, 4 horse hitch

Fifth in a Series of Articles About Old-Time Circus Owners and Managers

JAMES DE MOTT

Was born in 1838 in Troy, N. Y., and entered the circus business in 1848 as an apprentice to William J. Smith, four-horse rider with S. B. Howes' United States circus. In 1849, he was with John Platt Crain's Company and in 1850 he visited the West Indies under the management of Harry Whitby. In 1851-52 he traveled with Gen. Welch and Sands, Quick & Nathans; in 1853 he was with the Washington Circus, Thirty-ninth Street and Sixth Avenue, New York City; in 1854, with G. G. Butler, after which he joined the Mabie and G. F. Bailey & Co. Shows. Afterwards he made a trip to the West Indies with Lent & Sloat. In 1861 he was with Geo. F. Bailey & Co., when he was married to Miss Josephine Tourniaire, daughter of the well-known Mme. Louise Tourniaire. He remained the ensuing year with the same company, and the next season joined S. C. Wheeler. After the fall of Vicksburg, while with Geo. F. Bailey & Co.'s Circus and menagerie, he made the descent of the Mississippi River. Mr. De Mott relates that "as they sailed" the late Avery Smith, one of the proprietors of the show, assured Mr. De Mott and Robert Ellingham that they were as safe at that moment as if floating on the placid waters of the peaceful Hudson. Fifteen minutes later they were stopped by a gunboat, and informed that boats had been repeatedly fired upon at a point a short distance below, and the naval officer instructed the captain of the showboat, on meeting the next gunboat, to blow his whistle five times and stop, when he would be taken in tow by the vessel-of-war and conveyed past the dangerous locality. The armed convoy did not prevent the

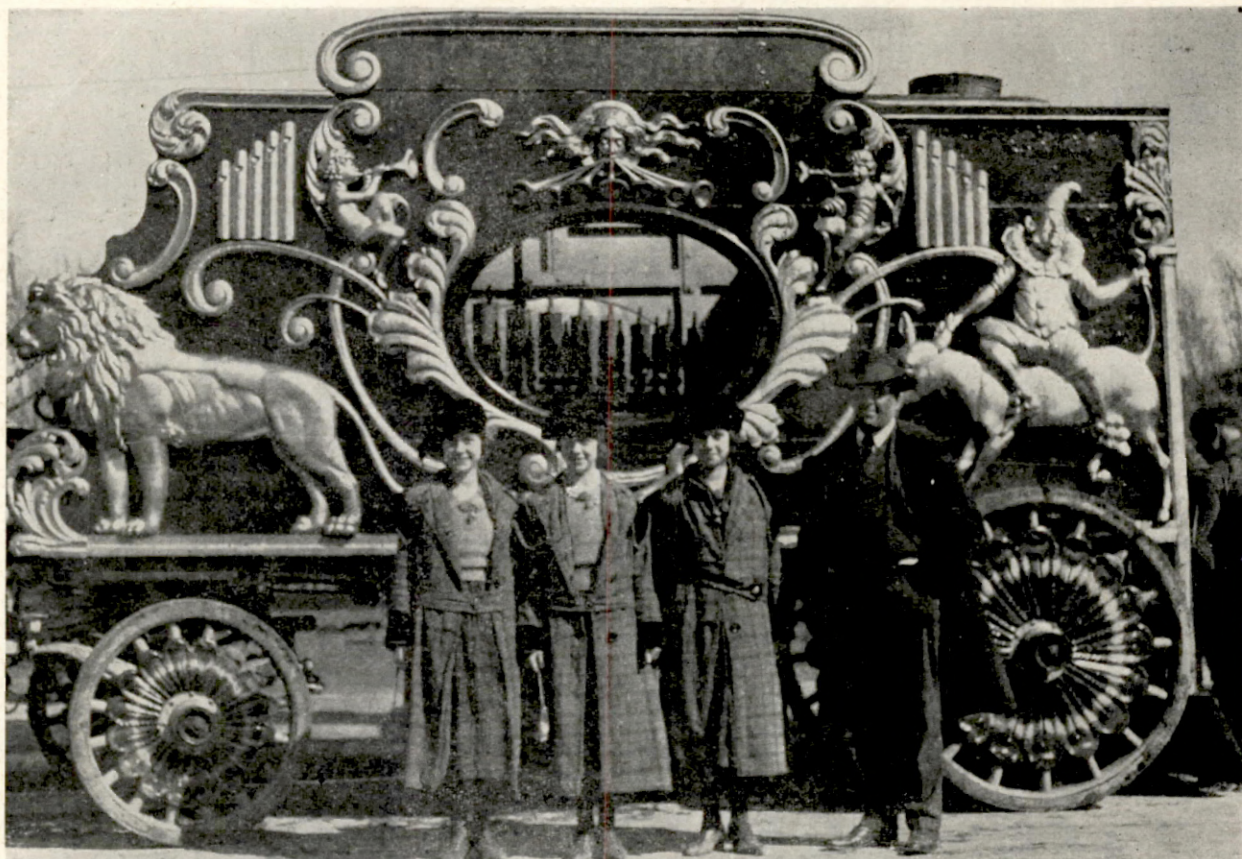
enemy from practicing on the showboat, the gunboat being on the wrong side. Forty shots were put through the cabin, and a scene of consternation followed. As soon as possible, the gunboat dropped clear and opened with a shower of shells that at once silenced the enemy. The excitement over, all hands emerged from their hiding places and avowed themselves not the least frightened; but at a suggestion from the captain that in about three minutes they would strike a bend in the river, where the fire would probably be reopened, the bravest of them all joined in a hasty exit below. After they arrived in New Orleans, Mr. De Mott opened in the Academy of Music. He was with Castello & Howes during the season of 1865; with Thayer & Noyes, 1866; and with Adam Forepaugh, 1867. In 1868 he organized De Mott & Ward's United Circus and Menagerie. In 1869 he was with John O'Brien and in 1870 managed the Campbell Show, and 1871 the Sheldenberger Show, both for Mr. O'Brien. In 1872 he ran the privileges with Springer, Rosston & Henderson, and the same Winter went south with James E. Cooper. In 1873 he ran the privileges with Cooper & Bailey, and met with a severe financial reverse by the failure of the banking-house of Jay Cooke & Co. In 1874 he was with Cooper & Bailey, and in 1875-76 was the manager of and interested in the Rothschild Show, an enterprise of John O'Brien's. In 1877 he was with Hamilton's New York Circus; in 1879 with Hunting, Hilliard & De Mott (associate manager), and during the season of 1880 he was the firm of Hilliard & De Mott. Died, Frankford, Philadelphia, October 5, 1902.



JAMES DeMOTT.
(See Biography.)

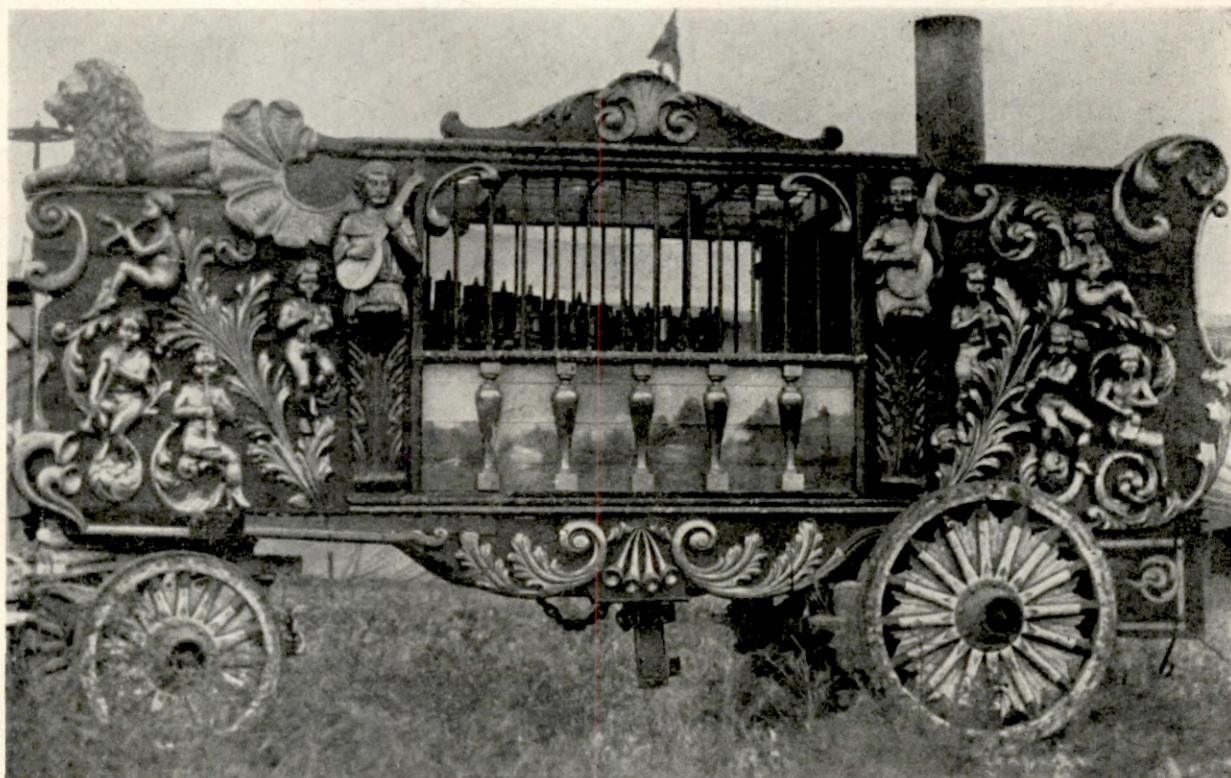
Cage wagon open, 4 horse hitch
Cage wagon open, 4 horse hitch
Cage wagon open, 4 horse hitch
Cage wagon, 6 horse hitch
Cage wagon, 6 horse hitch
Rogers, equestrian director
Bandwagon, 8 horse hitch
Ten pony team

Prince Mingo, 6 gray horse hitch
Clown bandwagon, 6 gray horse hitch
Ten pony team
Clown patrol wagon
Three elephants
Four double hump camels
Two camels
Air calliope, 10 pony hitch



Steam calliope, Howes Great London Circus 1921.

(Mrs. A. Morton Smith photo)



Steam calliope, Hagenbeck-Wallace Circus 1925.

(P. M. McClintock photo)

Circus Wagon History File

By Joseph T. Bradbury

The photo in the first illustration, appearing opposite this page, shows the steam calliope of the Howes Great London Circus and Van Amburg's Trained Wild Animals season of 1921. Although it is not known definitely to this writer just when and where this particular wagon originated, it is believed to have first appeared on Fred Buchanan's, "Yankee Robinson 3 Ring Wild Animal Circus" about 1917. The earliest photo I have of the wagon puts it on the Yank show in 1917. The wagon was probably built for the show to replace an earlier calliope the show had. Yankee Robinson traveled on 24 cars in 1917. The train consisted of 1 advance, 6 stocks, 11 flats, and 6 coaches. In 1918 and 1919 it was cut down to 1 advance, 5 stocks, 9 flats, and 5 coaches, making a total of 20 cars. For the 1920 and final season under the Buchanan ownership the show was enlarged to 25 cars, the train now rolling on 1 advance, 6 stocks, 12 flats, and 6 coaches.

During the fall of 1920 the show was sold to Jerry Mugivan and Bert Bowers and at the end of the season was delivered to the Hall Farm in Lancaster, Mo. Mugivan and Bowers also sent their 15 car Howes Great London Show following the 1920 season to winter in Lancaster. During the winter of 1920-21 the best equipment of both shows was put into a 25 car show under title of Howes Great London Circus and Van Amburg's Trained Wild Animals to tour the 1921 season. C. D. Odom was manager and Bert Rutherford general agent. The Yankee Robinson steam calliope being larger and more attractive than the 1920 Howes Great London wagon went into the new 1921 Howe show.

During the winter of 1921-22 the calliope was remodeled. A slight rearrangement of carvings took place and the old outside type sunburst wheels were replaced by the newer inside type. A change of title also took place for the 1922 season. The show went out on same number of cars and physical equipment but was now called Gollmar Bros. Circus.

During the winter of 1922-23 Mugivan and Bowers who had operated four circuses in 1922, Hagenbeck-Wallace, Sells-Floto, John Robinson, and Gollmar Bros., cut down the number to three that would tour in 1923. The best equipment of the John Robinson and Gollmar Bros. shows went into a single show that went out in 1923 under the John Robinson title. This

steam calliope went on the train and remained on the show throughout the 1923 and 1924 seasons bringing up the rear in the traditional street parade.

For 1925 season all Mugivan and Bowers units went out intending not to parade and the steam calliopes were left in winter quarters, but after about a month the management felt the parade was necessary to stimulate business, so the calliopes were sent to rejoin their respective shows. Other parade wagons had been carried just in case the shows did decide to resume the parade. This calliope rejoined the John Robinson Circus for the remainder of the 1925 season.

This wagon now becomes "lost" following the 1925 season. No doubt it was stored in Peru, Ind. quarters but I am unable to positively state what finally happened to it. It vanished as did the huge No. 1 Band wagon that came with it from the Yankee Robinson show. (See May 1957 issue of Bandwagon for history of this wagon.) It is generally believed by wagon historians though, that a fire that destroyed one of the John Robinson winter quarter barns in 1926 or another fire in quarters the winter of 1929-30 consumed both of these wagons. The wagons were gone from Peru before the first of the great wagon burnings about 1938.

The second illustration shows the Hagenbeck-Wallace steam calliope in 1925, which was one of the longest and most attractive ever built. Again the origin of the wagon is obscure, although it first appeared on the Hagenbeck-

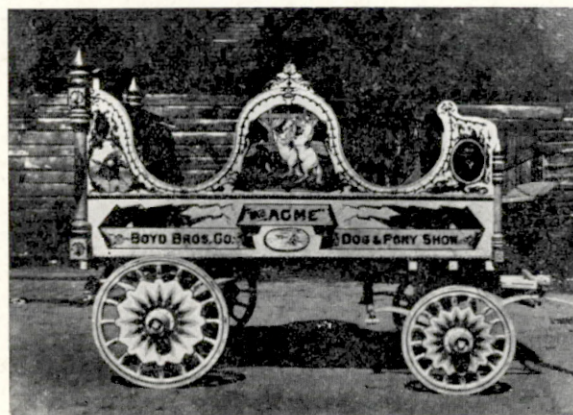
Wallace Circus in the period of 1917-19. It was built to replace the old Carl Hagenbeck steamer that Hagenbeck-Wallace had used since the 1907 season and was supposed to have been destroyed in a wreck about 1917 or 1918, although as pointed out in my last column we have been unable to pinpoint just which wreck took the calliope, as there were several minor wrecks in that period prior to the tragic one at Ivanhoe, Ind. in 1918. Just who built the calliope is also uncertain. Some theorize that carvings from an old Great Wallace tableau were used to decorate the new wagon, but if that is so, I have never seen a photo of any earlier wagon using the carvings that appear on this calliope. Frankly, those dewey eyed cupids that appear on the wagon have the "Bode" look to them, and I wouldn't be surprised to find out that perhaps the Bode Wagon Works of Cincinnati furnished the carvings and may have built the wagon themselves. Mind you this is only a guess as I have no evidence to support that at all. Perhaps some Bandwagon reader can supply us with the correct data concerning the origin of the wagon.

Some time ago I saw a photo of this wagon that the late Crazy Ray Choisser, well known steam calliope player, had sent a fan and on the back Ray had written some data about the calliope. He wrote that this was the new 32 whistle steamer that Hagenbeck-Wallace had in 1919 that he played during the shows long California tour that season. I sorta think perhaps Ray also meant that the wagon as well as the instrument

was new for the 1919 season. Following the terrible 1918 wreck of the Hagenbeck-Wallace train that took so many lives, owner Edward Ballard became associated with Jerry Mugivan and Bert Bowers in a partnership that eventually led to the formation of the American Circus Corporation. The trio operated the Hagenbeck-Wallace Circus for the 1919 season putting it on the road on a train consisting of 30 cars, which included 2 advance, 7 stocks, 14 flats, and 7 coaches. Considerable revamping of the show took place in the winter of 1918-19 and I think there is a good chance that is when this new calliope was built.

Anyway, we know that the calliope was on the show from the 1919 season through the 1924 season being used in the show's street parades. In 1925 it was left in Peru quarters as Mugivan and Bowers had not intended for Hagenbeck-Wallace to parade that

Bill Woodcock's Circus Album



Boyd Bros. Dog and Penny Show

Wagon show on the road in early 1890s. Very little known about this show.

season, but after about a month the parade was revived and the calliope was sent from Peru to rejoin the show where it remained for the rest of the season.

The year 1925 saw the last of the Mugivan and Bowers parades and following the season the steam calliope along with the other parade equipment was stored in Peru quarters.

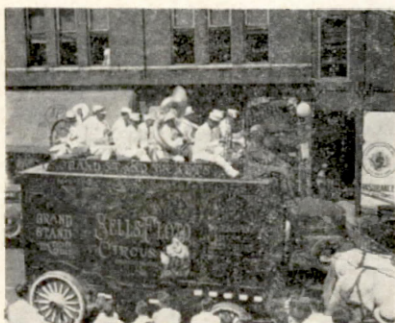
In 1932, Manager Jess Adkins decided to take along with Hagenbeck-Wallace a steam calliope to be used for lot concerts and wanted to take this one, but it was found that it was not in good enough condition to make the tour, so he ended up taking along the old Sells-Floto steamer, commonly called the Two Jesters.

In 1935 the calliope was dismantled and the side panels were painted up and removed to the Miami County Museum which is located on the third floor of the Courthouse in Peru, Indiana. Along with panels from other old tableau wagons the museum now has a very attractive display and one that no true wagon fan would want to miss.

PARADE LINE-UP

After August 15, 1932

John Robinson 10 Big Shows Combined with Sells-Floto Great Circus



Auto with Equestrian Director, Fred Ledgett
Mounted man with flag
2 Buglers
4 Women on horses in Spec wardrobe
Red Ticket wagon with big show band and eight horse hitch (photo above)
2 Women Riders on three horse tandem
Cage with side show fire eater on top, 4 horse hitch
Nelson Family in auto with name on banner.
Bird cage with 2 horse hitch
Funny Ford
Cage with bears, two clowns on top, 4 horse hitch
4 Women mounted and in riding habits
Cage with side show band on top, 6 horse hitch
4 Mounted women

Your President Comments on a Crusade to Return the Greatest Show on Earth to the American Public

Late in July many CHS members received a letter from Mrs. Hester Ringling Sanford, daughter of Charlie Ringling, that presented a "Statement of Purpose" regarding the return of the big top to the Ringling-Barnum circus.

Mrs. Sanford and her son Stuart Lancaster, are prominent among the minority stockholders holding 49% of the circus corporation stock. They have organized a nationwide movement under the name "Forty-Niners," as "A Crusade to return the Greatest Show on Earth to the American People."

She announced in her letter that the 49'ers have a definite plan of action to achieve these goals, and asked for signatures from those that agreed. In no way has the group asked for contributions of money, they only wish the additional support of every person in America that would like to see the big show back on rails and under a tent again.

After receiving this letter many CHS members wrote to me asking what they should do and what action the CHS was going to take in the matter. As your President I answered Mrs. Sanford's letter and advised her that the officers of the CHS were open to suggestions from her for a way in which our organization could be of specific help.

Since receiving the original letter I have spoken with many of our members and have also received additional infor-

mation about the 49'ers plans from Stuart Lancaster. After a look beyond the surface I feel that the Circus Historical Society should lend its full and wholehearted support to the efforts of this group.

It is, I believe, a continuation of traditional and historically important phases of the American circus, movement by rail and showing under canvas. For this reason the CHS will contribute all the support possible in asking the public to express their feeling by writing the 49'ers and heading petitions.

Up until this time the group has received over 500 letter endorsements. It is expected that the press wire services will be circulating stories about the 49'ers shortly.

Our organization's interest is in presenting the American public with the circus in its historically recognized form, and our support of this effort by the 49'ers is for that reason. We are not in position to comment upon any of the issues of management or organization regarding the circus in question, and will not become involved thereby.

If you have not been contacted by the 49'ers you may write them at the following address. The Ringling 49'ers, P. O. Box 11001, St. Petersburg 33, Fla. If you agree with them, why not drop them a letter and tell them so.

Cage with tigers, 2 clowns on top, 6 horse hitch
Loyal-Repensky family in auto, name on banner
Cage with hyenas, 3 clowns on top, 6 horse hitch
Cage with seals, 6 horse hitch
Auto with 6 girls
Six women riders in hunting outfits
Cage with clown band on top, 6 horse hitch
Ten mounted men double file
Cage with leopards, 6 horse hitch
Two autos
Cage with seals, 8 horse hitch
Hippo den, side show girls on top, 8 horse hitch
15 cowboys and cowgirls mounted
Cage with lions, 4 horse hitch
Three Cossack riders
Cage with bears, 6 horse hitch
Four camels
14 elephants
Air Calliope, sides painted 'Free show at lot, Mme Lorette in Hair Slide.'

The season of 1932 was the last for the Sells-Floto show. During the 1930 and 1931 seasons Tom Mix was the feature attraction and the show drew excellent business. However, the show couldn't come to terms with Mix for the 1932 season, and it proved to be the worst year for business in the entire history of the show. As an effort to attract more business as the show went into Dixie, the John Robinson title was added. The red ticket wagon was re-lettered adding the Robinson title, however, none of the other wagons or cars were re-lettered.

Show Closed

Finally on September 20, 1932, in Louisville, Kentucky the show closed. The title was revived and used with the Al G. Barnes title starting in 1935. One sheet of Al G. Barnes paper carried the title "Al G. Barnes-Sells-Floto and John Robinson Circus." This was done to keep the Robinson title out of public domaine.

Under The Big Top....

Circus Man Parks...And Sleeps
Soundly In Casket

By R. M. Harvey

The best dressed press agent in the circus business headed the staff of the press department with the Barnum and Bailey Circus. His clothes were always neatly pressed and the latest type. He wore patent leather shoes, always twirled a small cane with his fingers and wore a flower in the lapel of his coat. He was always affable and agreeable with the ladies but never "fresh," since he really was a gentleman.

This man was a clever writer and his stories were always welcomed by many of the better magazines. He ranked high in the same class with Dexter Fellows and Willard Coxey. He was of that type who knew how to handle liquor—he knew how and when to drink or to leave it alone.

This is the description of the man who is the subject of this story.

Opposition

The Hagenbeck-Wallace Circus was booked in Oshkosh, Wis., for Monday, June 1. The Barnum and Bailey Circus was to be there exactly four weeks later.

The Wallace Circus was very heavily billed, all three of its advertising cars having been there and covered the entire section with a great billing. The three press agents of the show had made the territory also. The town was in fact all "lighted up" with Circus advertising. I had learned from the Chicago office of the Northwestern Railroad that the other show had the town on its route, although to date it had not done any advertising.

Oshkosh could support two big circuses, being a city with more than forty thousand population. The show grounds used were always the fair grounds, a very nice location. I checked with the Northwestern road again and was told the Barnum date had not been changed and that they would doubtless be there. It was up to me to protect the Wallace Circus. I returned to the city and stopped at the Hotel Athearn while waiting for three days.

Being sure that the opposition would send a press agent to the city to place advertising of a half page or more against the Hagenbeck-Wallace Circus,

I made it a point to cultivate the acquaintance of the editor of the evening daily "Northwester."

I finally prevailed on him not to run any publicity for the Barnum Circus in his paper until after our date, since they had an entire month after our date for that. However, the editor could not prevent any display advertising. I waited until the last train had arrived from the east. It was about midnight so I retired.

One Man

It was only five blocks from the Northwestern station to the hotel. The bus had returned from the last train and reported only one man had left the train and he was so drunk he could not walk. The bus driver said he did not solicit the man's patronage since he had had some unsatisfactory experiences with drunken passengers.

It was a very wet night and raining. Soon the stranger finally found the hotel. He had evidently fallen into the muddy street, his clothes were all wet, shoes were plastered with mud and his hat was missing. The hotel clerk was sleeping in a big chair behind the desk when approached by the stranger who inquired for a room. The clerk told him the hotel was crowded and that he did not have any room. The clerk went back to his chair and was soon asleep.

There was an undertaker's convention on in the city. Every available space around the hotel had beautiful displays

(Continued on Page 11)

CIRCUSIANA
OF DISTINCTION

HUNDREDS OF SURPLUS
TREASURES FROM ONE OF
WORLD'S FINEST COLLECTIONS
AVAILABLE AT ATTRACTIVE
PRICES.

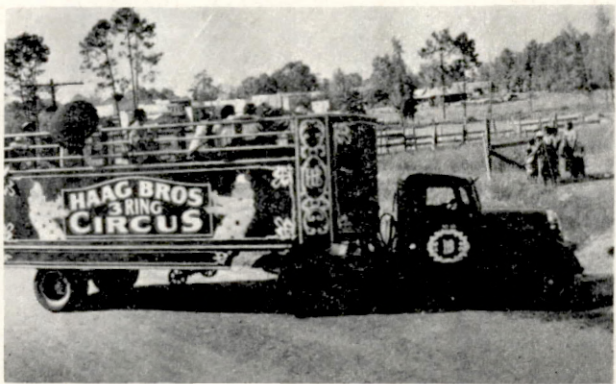
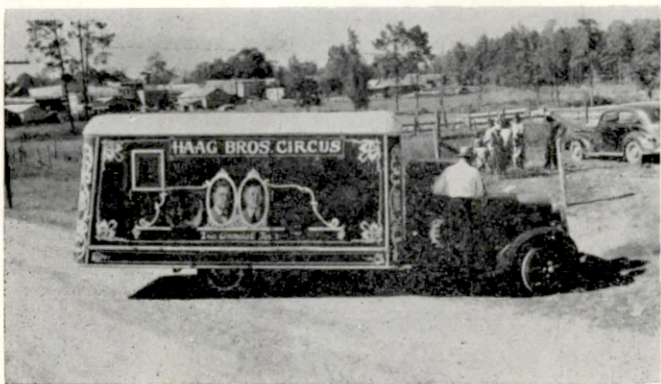
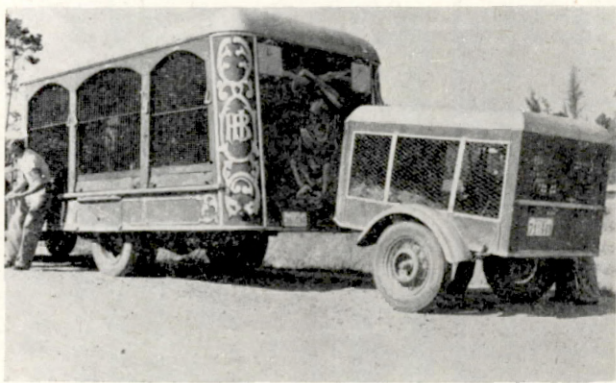
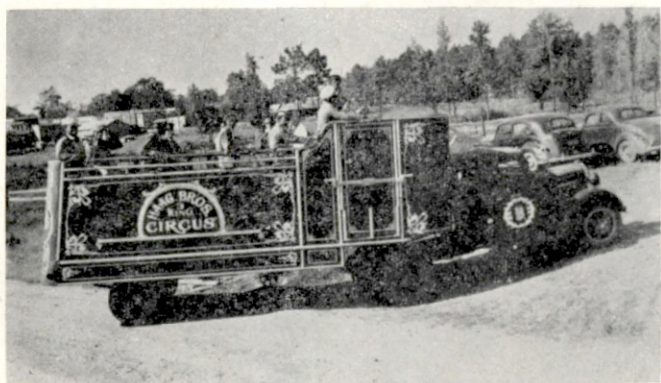
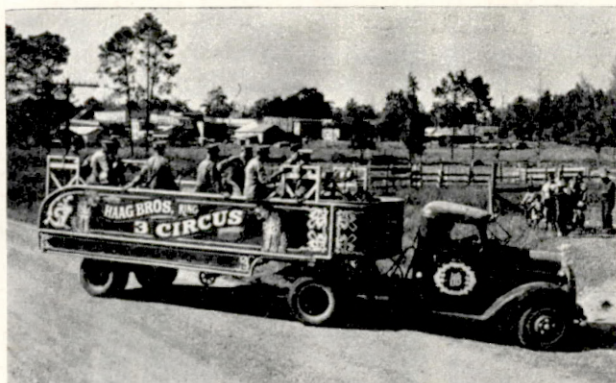
Descriptive Lists
12¢ in Stamps

**ROLAND
BUTLER**

706 FOURTH ST.,
PALMETTO, FLORIDA



Lillian Leitzel 1882-1931



INVENTORY OF HAAG BROS. CIRCUS

Auction Sale — Abingdon, Va.
September 7, 1940

- 9 Reo trucks
- 1 White semi-trailer truck
- 1 Ford panel pick-up
- 1 Two wheel trailer
- 1 Monkey cage trailer
- 1 Stripped Reo motor
- 1 "U. S." air compressor, complete
- 1 "Surs" light plant
- 1 "Choler" light plant with wiring
- 1 60 foot top, 3 - 20 foot middle pieces
- 5 Pieces 9 foot side wall
- 1 20 x 30 marquee
- 1 Cook House tent, 20 x 40 with equipment to serve 150
- 7 Stages with jacks and stringers for all.
(24 x 30) (12 x 12) (4 x 12) (6 x 10)
(4 x 6) (4 x 6) (4 x 4)
- 7 Lengths res. seats, star backs, 7 high
- 9 Lengths blue seats, 8 high
Stringers and jacks for all seats
- 1 Air calliope
- 1 Ring curb
- 5 Banner poles
- 2 Elephants:
Male 19 years, 3000 lbs.
Female 20 years, 5000 lbs.
- 2 Lions, male and female
- 1 Male Tiger
- 1 Male Leopard

OHIO CHS MEMBERS MEET IN AKRON

An informal regional meeting of the CHS was held on the Cristiani Bros. Circus lot in Akron, Ohio on Friday, August 1st. The show's big top was set up inside the Rubber Bowl.

Those on hand were; Mr. and Mrs. Frank Pouska, Myron D. Gandee; Bob Senhauser, George Hubler, Jack Sweetman, Henry Varner, Karl Runser and Fred D. Pfening, Jr.

After the night show all of the personnel of the circus met with CHS members in the back yard and viewed the 16mm color sound movie "The Circus of the Year," prepared by the CHS. This film covers the Cristiani show from set-up to tear-down. Following the film Pfening spoke briefly and thanked the Cristiani family, on behalf of the CHS, for the confidence they have evidenced in the future of the circus business by enlarging their show this season, and returning true old time circus features, that have been absent for a few years.

A conference was held with Cristiani officials concerning the 1958 Cristiani route book to be published by the CHS, also.

Inventory of the Buffalo Bill and Pawnee Bill Wild West Show taken at Denver, Colo. in 1913

(Doesn't include live stock or adv. cars)

WHEELING, ONE DAY ONLY, WEDNESDAY, JUNE 1st
STATE FAIR GROUNDS.

COL. CODY'S TERMINAL TOUR

AND FINAL APPEARANCE HERE OCCURS ON HIS COMING PRODUCTION OF
A Proudly Pre-eminent Exhibition, Rich in Romance, Picturesque, Patriotic, Educating and Entertaining. Presenting in One Arena Picture-History of the Conquest of Half a Continent, and Holding the Mirror of Nature for Reflections of Oriental Pageantry and Splendors.

A GREAT DRAMA OF COSMOPOLITAN LIFE

CAST AND COSTUMED WITH AUTHENTICITY AND CORRECTNESS



COL. WM. F. CODY THE ONLY AND ORIGINAL BUFFALO BILL

POSITIVELY APPEARS AND TAKES PART IN EVERY PERFORMANCE

BAGGAGE WAGONS, ETC.

No.		
56	Stable canvas (Empty) ---	\$ 150.00
4	Stable canvas (Empty) ---	150.00
18	Pole wagon Big top ----	150.00
41	Cook house -----	150.00
43	Cook house -----	150.00
62	Trunk wagon -----	150.00
15	Canvas wagon -----	150.00
16	Canvas wagon -----	150.00
	Cage wagon -----	150.00
29	Trunk wagon -----	150.00
34	Side show wagon -----	150.00
50	Side show wagon -----	150.00
38	Reserved seat stringer wag.	150.00
24	Chair wagon -----	150.00
23	Chair wagon -----	150.00
22	Chair wagon -----	150.00
30	Grandstand plank wagon	
	lift long -----	150.00
31	Grandstand plank wagon	
	lift long -----	150.00
25	Grandstand plank wagon	
	lift long -----	150.00
27	Blue planks wagon -----	150.00
26	Extra seat wagon -----	150.00
8	Pole wagon -----	150.00
32	Blue stringer wagon ----	150.00
36	Blue stringer -----	150.00
11	Stake and Chain -----	150.00
12	Stake and Chain -----	150.00
19	Stake and Chain -----	150.00
	Book wagon -----	150.00

No.		
21	Chandelier wagon @ \$150	
29	single milburn lights 90	
6	double milburn lights 120	
1	small milburn light 40	
	Total contents & wagon	400.00
0	Stage coach -----	25.00
	Three far East Oriental	
	Wicker carts at \$10 ea..	30.00
1	Japanese cart -----	10.00
46	Stable pole wagon -----	150.00
5	Big top poles -----	150.00
39	Blue seat jack wagon ---	150.00
33	Blue seat jack wagon ---	150.00
35	Grandstand jack wagon --	150.00
6	Blacksmith wagon complete	
	with outfit. (Tent, drill,	
	forge, anvil, hammers,	
	horseshoes, etc.) -----	300.00
0	Float for hauling props, etc.	25.00
3	hurdles, 8 Indian travoys,	
6	tepees, 9 sets tepee poles	20.00
	Spider Phaeton used by Col.	
	Cody -----	30.00
57	Ammunition wagon -----	150.00
0	Prairie Schooner -----	20.00
10	Candy wagon and stands	150.00
18	Wardrobe wagon -----	150.00
	Band wagon, carries harness	250.00
	Commissary wagon -----	75.00
	White ticket wagon ----	100.00
	Red ticket wagon -----	100.00
2	Sprinkler (Studebaker) ---	100.00
3	Sprinkler -----	100.00

(Continued on Next Page)

MISCELLANEOUS

Two artillery pieces complete with harness	\$ 150.00
All canvas on hand	100.00
2400 chairs for grandstand 15¢ each	360.00
Entire seating equipment, both grand stand, and blues	400.00
28 McClelland cowboy saddles \$2.50 each	70.00
14 McClelland cowboy saddles \$1.00 each	14.00
20 Indian pads and bridles	5.00
2 Sets single driving harness at \$1.00 each	2.00
1 Jumping saddle	2.50
6 Bucking horse bridles	1.00
3 Sets stage coach mule harness at \$10 each	30.00
1 Set buggy harness	12.00
120 saddle buckets (Galv. iron) at 10¢ each	12.00
60 short handled pitch and stable forks at 10¢ each	6.00

RAILROAD CARS

COACHES

No.	
50 Private car for Col. Cody, and Maj. Lillie, 75 ft. over all	\$2000.00
51 Sleeper, 5 secs., 4 rooms, 2 bunks on end	500.00
52 Sleeper "ALL NATIONS" 15 secs. green plush Pullman	500.00
53 Sleeper, 2 secs. on end, 12 secs., 3 high	500.00
54 Sleeper, 10 secs., 3 high, partitioned	500.00
55 Sleeper 14 people green plush	500.00
56 Sleeper, 18 secs., 3 high	500.00
57 Sleeper, 1 end, others 3 high	500.00
58 Sleeper, 3 high	500.00
59 Dining car, 4 secs., 2 high on one end	500.00
65 Extra storage car, box car, 13 bunks for workers	300.00
100 Storage car, old Penns. mail car	500.00
All above have 6 wheel trucks except No. 65.	

STOCK CARS

33 Steel, 66 ft.	\$1200.00
34 Steel, 66 ft.	1200.00
31 Steel, 66 ft.	1200.00
32 Steel, 66 ft.	1200.00
60 Wood, 54 ft.	400.00
66 Wood 60 ft.	500.00
36 Wood, 54 ft.	400.00
61 Wood, 54 ft.	400.00
62 Wood, 54 ft.	400.00
63 Wood, 54 ft.	400.00
64 Wood, 54 ft.	400.00
37 Wood, 60 ft., sets low, 6 truss rods	500.00
35 Wood, 60 ft., sets low 8 truss rods	500.00
67 Wood, 60 ft., sets low, 8 truss rods	500.00

FLATS

77 Wood, 56 ft.	\$ 400.00
76 Wood, 56 ft.	400.00
70 Wood, 56 ft.	400.00
71 Wood, 56 ft.	400.00
80 Wood, 56 ft.	400.00

No.

74 Wood, 56 ft.	400.00
79 Wood, 56 ft.	400.00
78 Wood, 60 ft.	700.00
72 Wood, 60 ft.	700.00
65 Wood, 56 ft.	400.00
46 Steel, 60 ft.	1200.00
42 Steel, 60 ft.	1200.00
41 Steel, 60 ft.	1200.00
45 Steel, 60 ft.	1200.00
44 Steel, 60 ft.	1200.00
43 Steel, 60 ft.	1200.00
40 Steel, 60 ft.	1200.00
39 Steel, 60 ft.	1200.00
38 Steel, 60 ft.	1200.00
Total—46 railroad cars.	
5 sets, 8 horse harness at \$25 per set of two	\$ 500.00
10 sets, 6 horse harness at \$15 per set of two	450.00
10 sets, 4 horse harness at \$8 per set of two	160.00
1 set double team harness	2.50
4 sets R. R. harness for pull-up teams at 2.50 ea.	10.00
6 sets, 2 horse harness, hames tugs, etc. at \$2 each	12.00
Lot bridles, lines, saddle frames etc. old stuff for the lot	2.00
16 stock saddles, bridles, and pads at \$8 each	126.00
1 chest, carpenter tools	5.00
1 saddle used by Col. Cody, silver mounted	25.00
1 saddle used by Major Lillie, silver mounted	50.00
Total evaluation for the entire show	\$81,936.50.

IMPORTANT NEW MEMBER FROM OVERSEAS

Listed with the new members in this issue of the Bandwagon is Mr. Edward A. A. Graves, of London, England.

Mr. Graves is President of the Circus Fans' Association of Great Britain and is without question the leading circus fan and historian in that country.

President Pfening extends a very warm welcome to Mr. Graves. It is hoped that this membership will be a step toward expanding our overseas membership in the CHS. Mr. Graves has expressed a keen interest in our organization and will surely keep us posted on the circus scene in England.

HELP US!

We need copies of the Bandwagon, January-February 1958, Vol. 2, No. 1, which had red on the cover. There was a great demand for this issue and we have nothing but our file copy left. We are still getting requests for this issue. If you are willing to part with your copy, we will be very pleased to get it. We will pay 25¢ per copy, plus the postage you have to pay to get it to us.

Jones Bros. & Wilson's Circus

From March 25, 1939 Billboard



(Photo furnished by Harry Simpson)

Reading from left to right—Howard Damon; William Campbell, ticket seller; unknown rep. of Erie Print Co.; Harry G. Wilson, Elmer Jones; Otto Hoffman, ticket seller; others unknown.

Harry G. Wilson was part owner along with J. A. and Elmer Jones.

Under The Big Top . . .

(Continued from Page 7)

of beautiful, luxurious coffins and caskets. The lobby, the parlors and the writing room were all filled. The caskets were open and resembled couches. This stranger drifted into the dark writing room, off the lobby and was soon parked and asleep in one of the finest caskets on display.

The writing room would be the last to be cleaned up in the morning, so our stranger slept quite late. Finally one of the colored porters stepped into the room to put it in order for the day. He was shocked and opened the lobby filled with guests who became interested in the man asleep in the casket. It so happened that one of the staff of the Daily Northwestern lived in the hotel. He was one of the first to see the man and immediately sent for the cameraman of the paper to come and get some pictures.

Circus Pay

The stranger with his muddy shoes and wet clothing had certainly mussed that luxurious casket, but he had his sleep. This man proved to be the high powered press agent, Whiting Allen. He began to realize that it was too late to get his display ad in the paper for the day, since the Hagenbeck-Wallace Circus was already in town and would have its parade on the streets in perhaps an hour.

The last I saw of our friend, he was lying across the steps on the side door of the ticket wagon of the Hagenbeck-

Wallace Circus. He evidently had been inspecting the circus and fell asleep right at the office of the show. Mr. Wallace was with me. He suggested that I wire Mr. Bailey and tell him of the predicament of his press agent saying he would be glad if anyone would notify him at any time of a similar situation regarding one of his agents. I refused to send the wire. Mr. Wallace who was a personal friend of J. A. Bailey of the Barnum and Bailey circus, did it.

Thus did this brilliant press agent do what other men had done "who could handle their drinks." He became drunk at the wrong time.

The Barnum Circus paid for the beautiful white casket in which the press agent had parked and within a few days we were told that the fastidious and cultured gentleman had lost one of the best positions he had ever had.

—Perry Chief

PARADE LINE UP COLE BROS. 1937

Automobile
Buggy with Harry McFarland
Four flag bearers in red costumes
Big show bandwagon, Vic Robbins & band in white up
Four mounted girls
Cage wagon, side show girls up
Chimes, played by Julian Rogers
Tandem team, driven sidesaddle by Anna Butler

Parade marshal, J. M. Christiansen
Cage wagon, Arabs up, Behee-Mohammis troupe
Four girls mounted in orange costumes
Side show bandwagon
Clown buggy, Otto Griebing
Cage wagon, Arabs up
The Gig, Jean Allen & Betty Stephens
Mother Goose tab. cart, 4 girls on it
Tableau wagon, Martha Joyce & Mrs. D. Cook up
Side show girls in yellow costumes
Mule & cart, Bobbie Bumps driving
Old Lady in Shoe tab. cart, clown on it
Cage wagons
Cart with Albert Powell driving
Emma Orman on horseback in dark red velvet costume
Two girls from Bell troupe
Cage wagons with Beatty's cats
Tandem team driven by Norma Humes
Cinderella tab. cart
Cage wagon, men from Bell troupe up
Air Calliope, Forrest Fought playing
Cage wagons
Parade marshal, Jack Joyce
Marshal, John Smith
Clown band, 6 led by Horace Laird
Wild west riders, 18 men & ladies plus Indians
Four girls on white carriage
Jew on mule, Percy Smith
No. 2 bandwagon, band in white and led by Art Lind
Cage wagon, Arabs up
Camels Zebras Elephants
Steam calliope, Crazy Ray playing

"THE CIRCUS PARADE"

wishes to thank the members of The Circus Historical Society for their interest in the recent display at Dover, Ohio, of 415 feet of 1" scale, hand-carved and hand-made models of circus parades of the past.

It was good to meet old friends and make new ones.

"The Circus Parade" exhibit is by far the largest of its kind in the world, part of which was shown in the color pages of "Life"—June 28, 1954.

A souvenir book of "The Circus Parade" with 8 four-color illustrations will be postpaid to you for 30¢ in coin.

Kodacolor prints 3½" x 5" of any units listed in the book are available to C.H.S. members at 50¢ each.

Address: ROY F. ARNOLD

2170 Westfield Street,

West Springfield, Massachusetts

"The Parade You Will Always Remember"

THE HALL FARM AT LANCASTER, MISSOURI

In years gone by William P. Hall operated probably the largest circus equipment and animal business in history.

He would buy and sell complete circuses. It was not unusual for 20 to 30 elephants to be wandering over the fields of his farm and quarters just outside of Lancaster, Missouri.

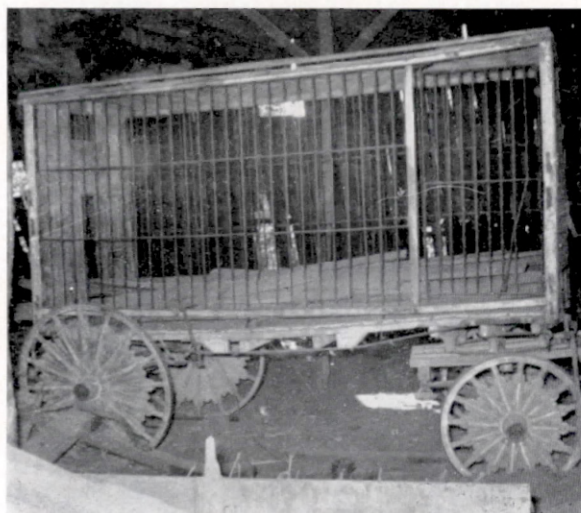
Fred Buchanan always quartered his equipment in Granger, Iowa, not too far from Lancaster. Buchanan was a great user of Hall equipment on his various shows and when he finally closed Robbins Bros. Circus it went to the Hall farm. In 1929 Buck Jones framed a railroad wild west show which lasted about half a season and it finally found its way to the Hall farm.

When Jess Atkins and Zack Terrell framed their Cole Bros. Circus in the fall and winter of 1934-1935 they drew heavily upon the equipment at the Hall farm. Much of this had been on the Robbins show. Atkins and Terrell pretty much cleaned out the farm and from then on there was no activity.

In recent years many circus historians have visited the Hall farm in hopes of finding some remains of the great days of the quarters. Don Smith was there a few years ago, and about two years ago Orlo Rahn and Troy Scruggs visited the farm

and looked over the only remaining circus equipment, two cages in bad repair.

The photo below was taken by Troy Scruggs at that time. Bill Woodcock worked at the Hall farm in the early 1930s.



Christmas Greetings



Send Them In Now! Don't Delay! Santa Is Coming!

Because the NEXT issue of the Bandwagon will be the November-December issue, we are reminding you of your Christmas Greeting now. We do want this Greeting Issue to be the biggest we have ever had, and you are the one to make it so. Rates will be—

FULL PAGE	-----	\$15.00
HALF PAGE	-----	9.00
QUARTER PAGE	-----	5.00

(No greeting less than a quarter page will be accepted.)

We want all greetings in our office November 1. Why not send yours in today, lest you forget?

We had to remind you early, because we will be busy putting out the Cristiani Bros. Circus 1958 Route Book.

Remember Your Friends—Send In A Greeting